

Microfilmed
12/10/1974

RT 1543

2

S.F. — REDWOOD CITY

San Francisco
to
Redwood City



EDWARD DENNY & CO.
Manufacturing Stationers
PRINTERS, LITHOGRAPHERS AND BOOK-BINDERS
207 MONTCOMERY ST., S. F.

No. 14103

Mathematical Instruments, Drawing Paper and Material.

FOR A DUPLICATE OF THIS BOOK SEND ABOVE NUMBER.

A full and detailed description pertaining to the manufacture of

this job together with a sample sheet is on file in our office.

Hence, the above number is all the description we require

when a duplicate of this job is required.

These books were prior to year 1903. Per W.H. Phelps.
Mr. Phelps reported for work on the Coast Division
in year 1903 and books were in existence then.

BOOK No 1
COAST DIVISION
SAN FRANCISCO
TO
MENLO PARK.

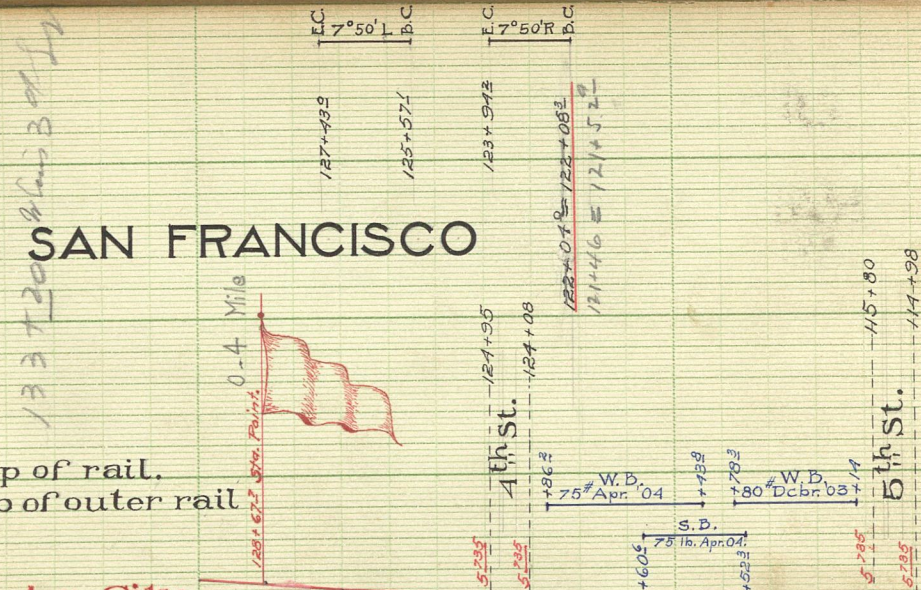
Taper Curves were run in from Laurel Creek to Monterey during the latter part of 1892 by Mr. F.F. Lloyd - the

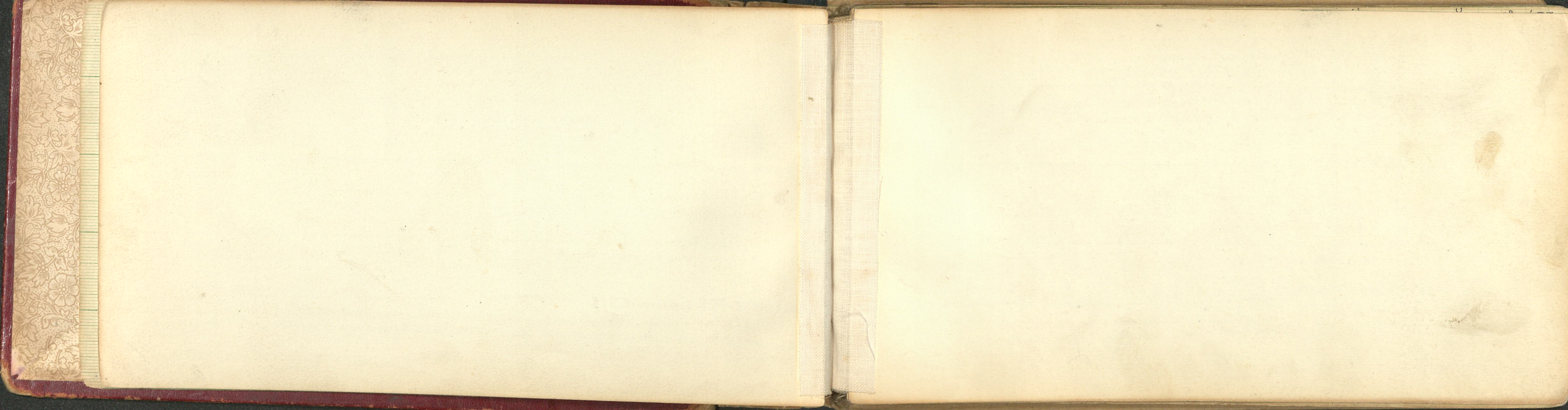
Grade Line, top of rail.
On curves, top of outer rail

Datum: 5 735' below City

Base. City Base or Zero is $6\frac{7}{10}$ ft. above an ordinary High Tide mark on a pile at the boat stairs, corner of Pacific and Davis Streets. S.F.

Datum: 5 $\frac{7}{10}$ ft. above level of lowest low water, used as Coast Survey Datum.





Crossing $\times$ 5735 6th St. 106+73
5735 105+90

Crossing $\times$ 8735 7th St. 97+65
8735 96+83

8th St. 88+58
5735 87+75

86+89.4 Station Point
 Vermont 84+77
 83+92

9th and Nebraska Sts. 81+90
 80+85

CHANNEL ST.

6° 00' Lt

88+29.6
 87+72.2
 T. 2
 86+79.2

6-

81+65 S.K. Water Pipe
 81+35.2
 80+77.2 B.C.

Utah St. 79+08
 78+28

Crossing $\times$ 440 012395 Potrero Ave. 76+28
 75+28

440 012395 Hampshire St. 73+25
 72+45

York St. 70+45
 69+65

Crossing $\times$ 67+62
 Bryant Ave. 66+75

Florida St. 64+44
 63+38
 63+22 63+27.6

Alameda St. 62+33
 61+45.1 C.C.
 T. 3
 60+55.4 R.C.

59+80
 59+14 = 59+18 B.C.

Alabama St. 57+18
 57+20

Eldorado St. 57+18
 57+20

Crossing $\times$ 53+00
 16th St. 52+20

142
 142

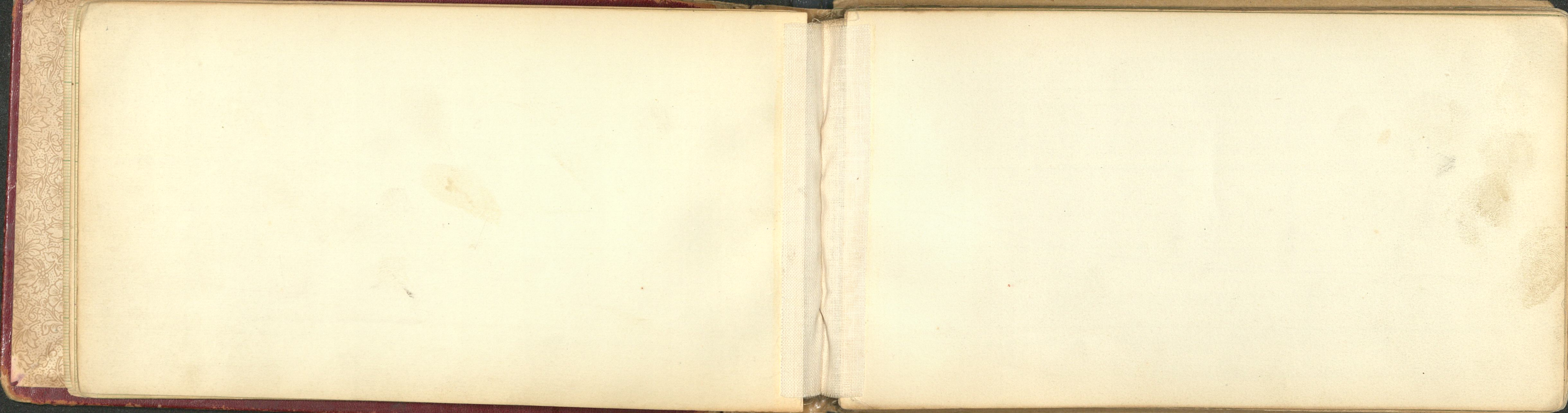
T. 2
 3450+97.0

3° 00' RT

54+39 E.C.
 T. 2
 54+19 C.C.
 54+89 T.C.
 54+89

Pencil grades are scaled.

80 lb Steel



18° 18' 30" B.C.

Crossing * Santa Clara St. 48+18
17th St. 47+50
47+06
46+12

44+11.2 5th Point.
Crossing * Mariposa St. 43+50
42+85

13 18th St. 41+20
40+57

Crossing * Solano St. 38+36
38+13

12 19th St. 35+38
34+73
34+20
Butte St. 33+54

Crossing * 20th St. 29+52
28+88

Crossing 30 * 21st St. 23+68
23+06

20+84.5 I.C.

80 lb Steel

July 1901

4905

6° 00' LT

Crossing * 22nd St. 17+80
17+12

Crossing * Treat Ave. 13+25
12+45

9+80 23rd St. 9+50
8+60 Crossing Folsom St. 8+53
48+12.5 6th St.

Crossing * Shotwell St. 5+67
4+96

Crossing * Howard St. 2+08
1+10

1+28 1x1 Box (at subgrade) 1+23 * out Cattle Gd.
2+50 24th St. 2+50
2+68 2x2 Box (at subgrade) 2+88
6.5' out C.G.
Lane Broken.

Crossing * Mission St. 5+37
6+34
Cattle Guard

732
9+28
9+97 Bartlett St.

80 lb Steel

June 1901

20

10

0

10

80 lb Steel
Grades top of tie
30

VALENCIA ST. STA.

25th St. -12+82
Crossing 13+42
12+40
Valencia St.
San Jose Road
17+03
17+72
Clipper St.
18+75

San Jose Road
17+03

Clipper St.
18+75

Guerrero St.
21+90
Crossing

20+79 Cattle Guard
100+25

Revised street grades from
Valencia to 30th St. inclusive
are shown in red according
to Order No. 1646 of Sept.
20th 1881, and for Dolores St.
according to Order No. 2242
of July 9th 1890.

26th St.
22+38
23+40

Army St.
29+322 + Spl.

Dolores St.
31+71-1 Deck Wall
27th St. Abut. = 117207

Duncan St.
33+95 North Bulthead
Duncan St. = 119937

28th St.
Elev. B. of R. 127.28
Crossing
Elev. B. of R. 128.45

Valley St.
Elev. B. of R. 132.51
Elev. Base of Rail 133.62

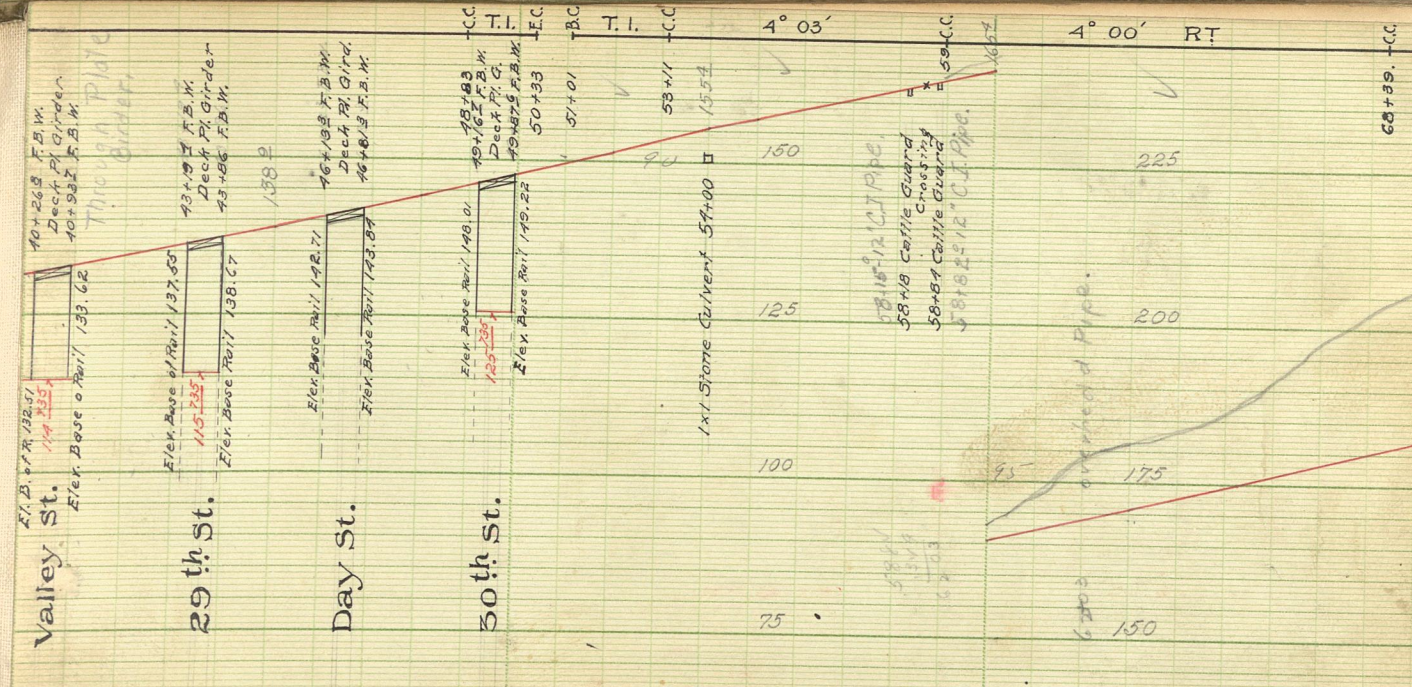
29th St.
Elev. Base of Rail 137.53
Elev. Base of Rail 138.67

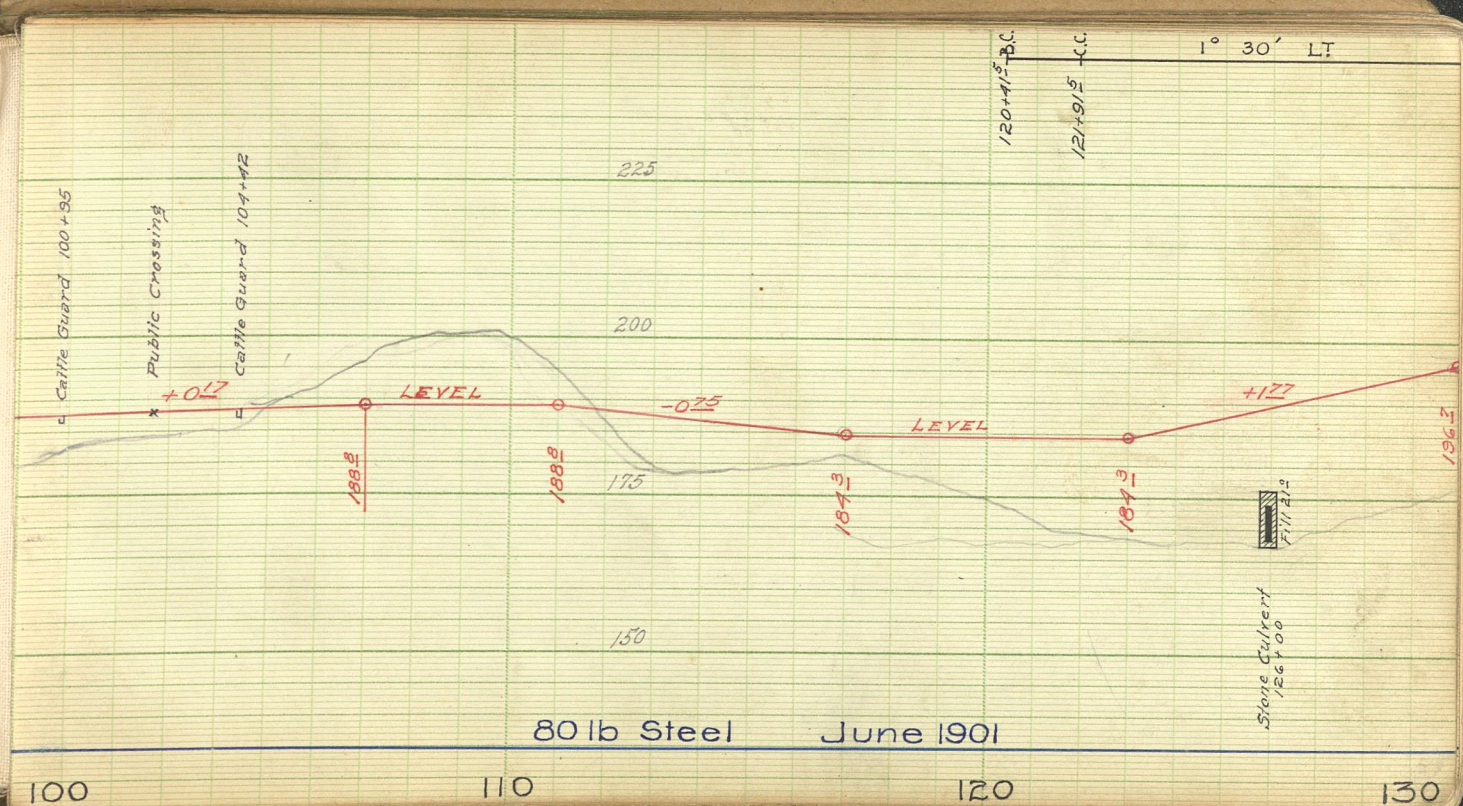
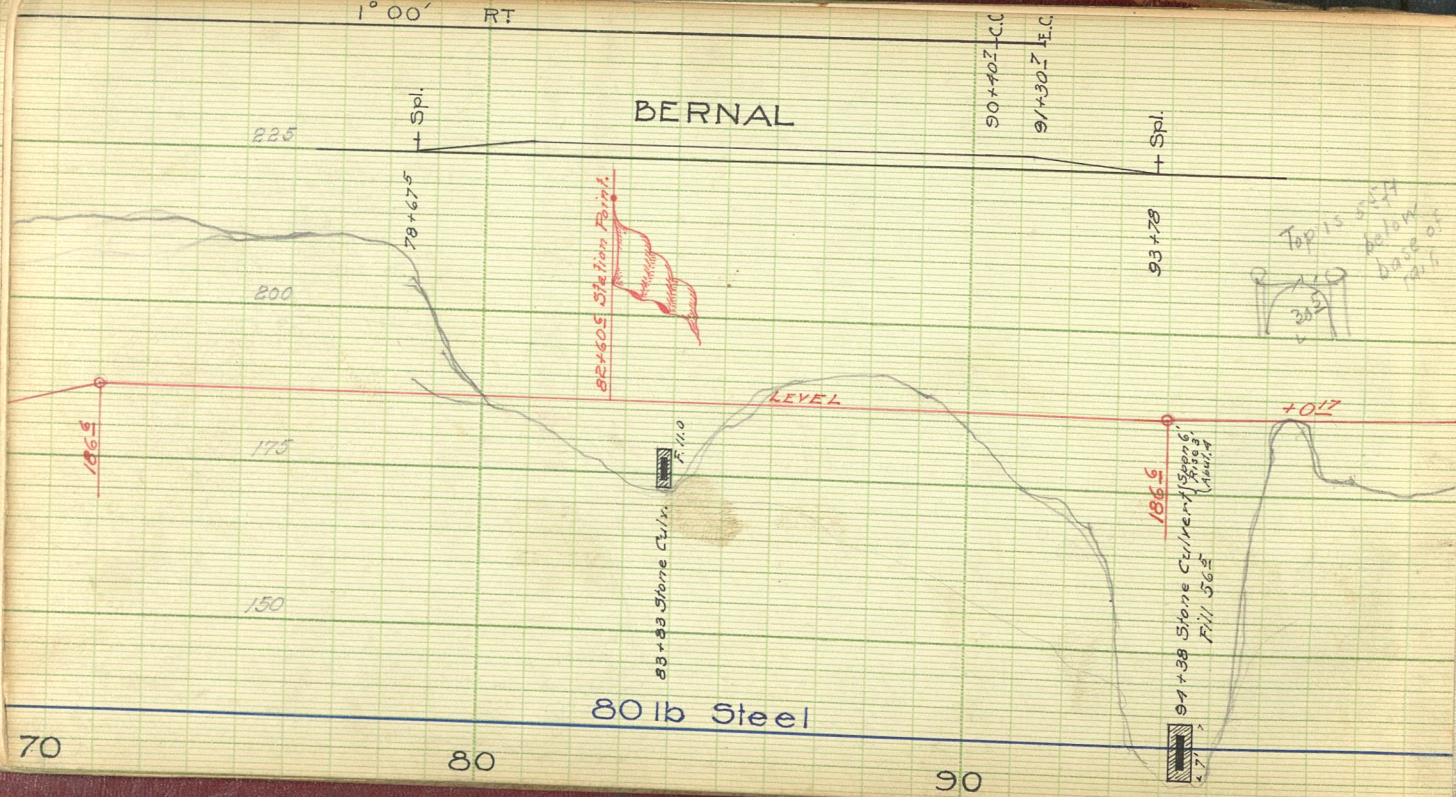
Day St.
Elev. Base of Rail 142.71
Elev. Base of Rail 143.87

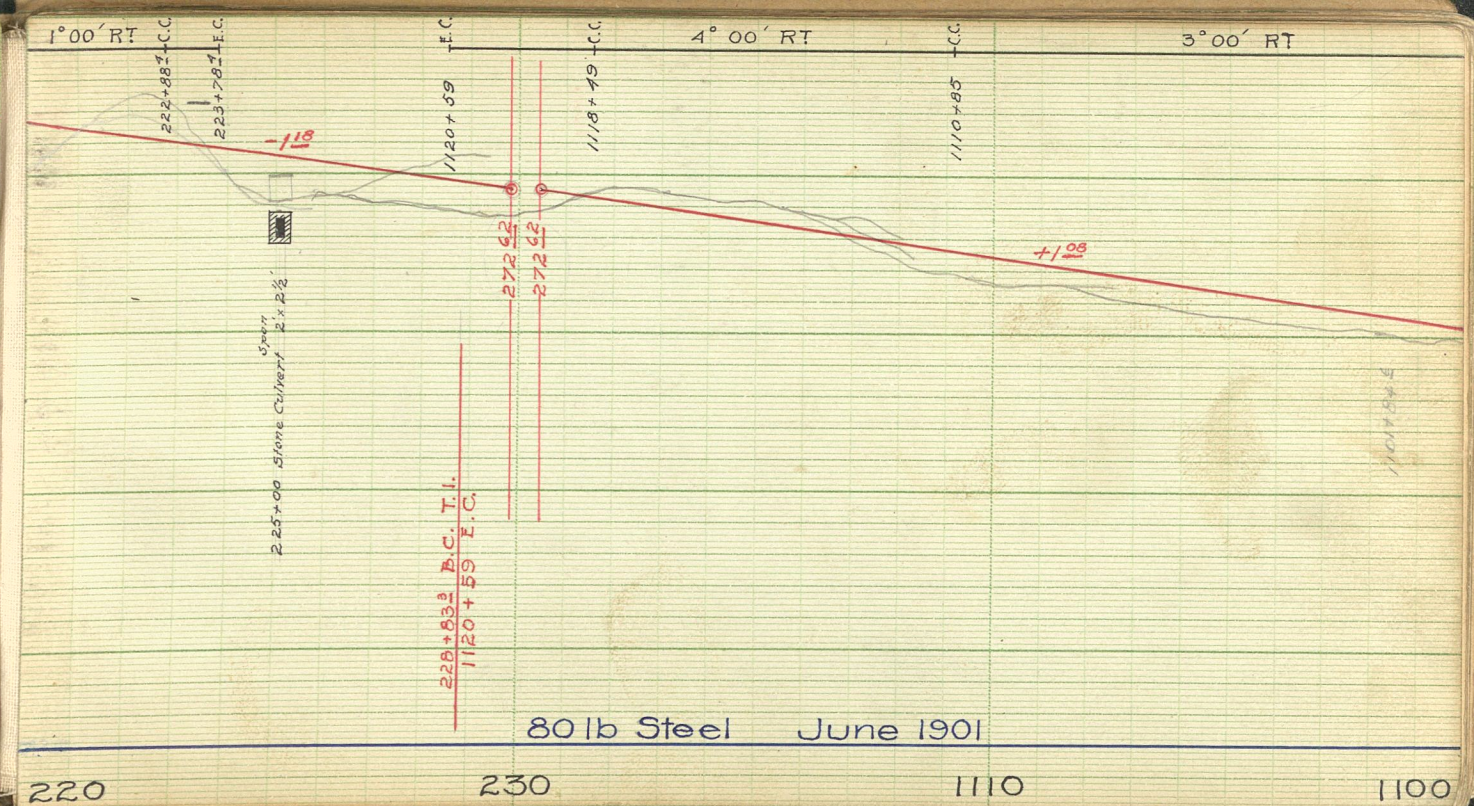
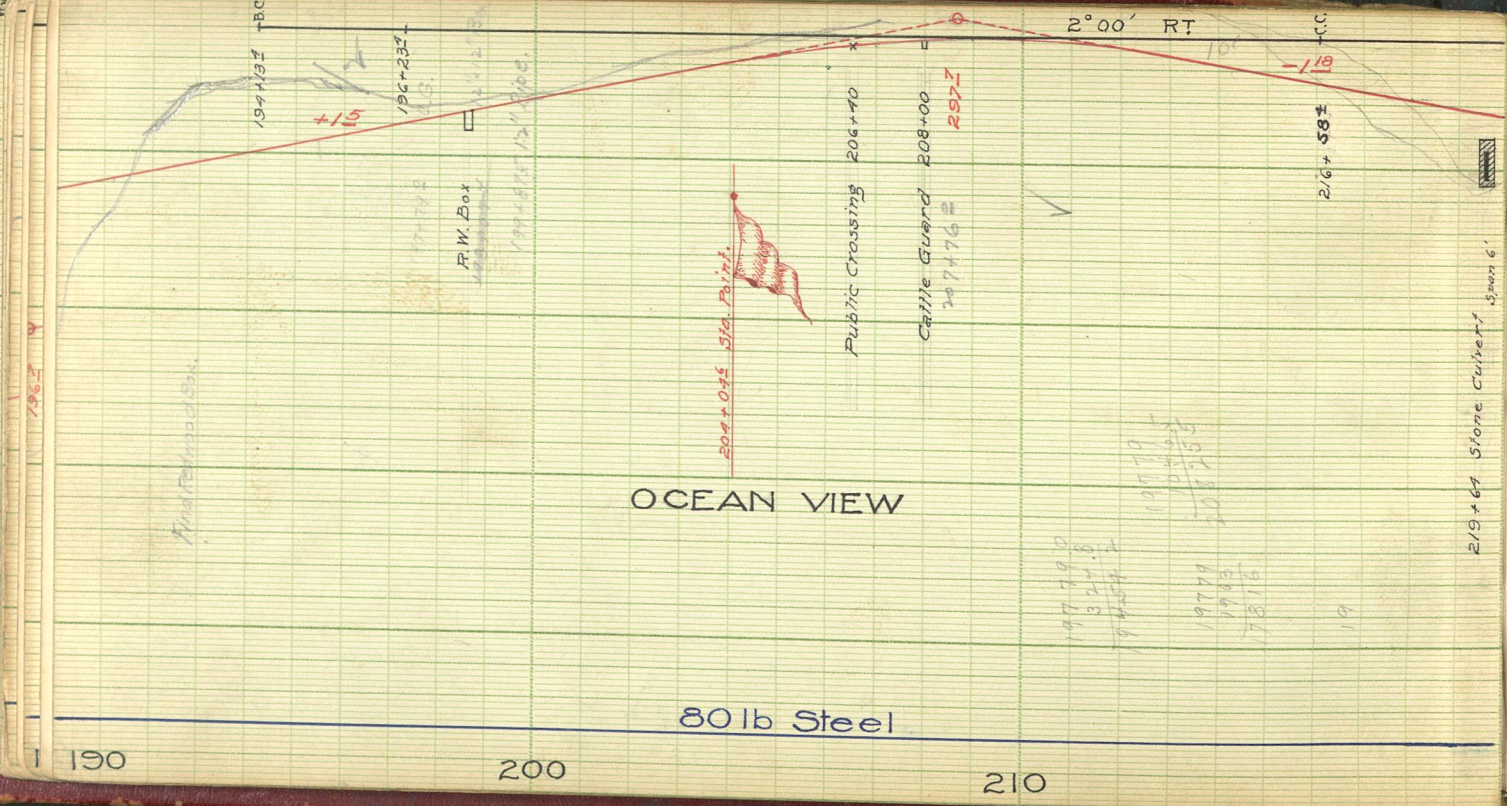
30th St.
Elev. Base of Rail 148.01
Elev. Base of Rail 149.22

80 lb Steel

June 1901







1040

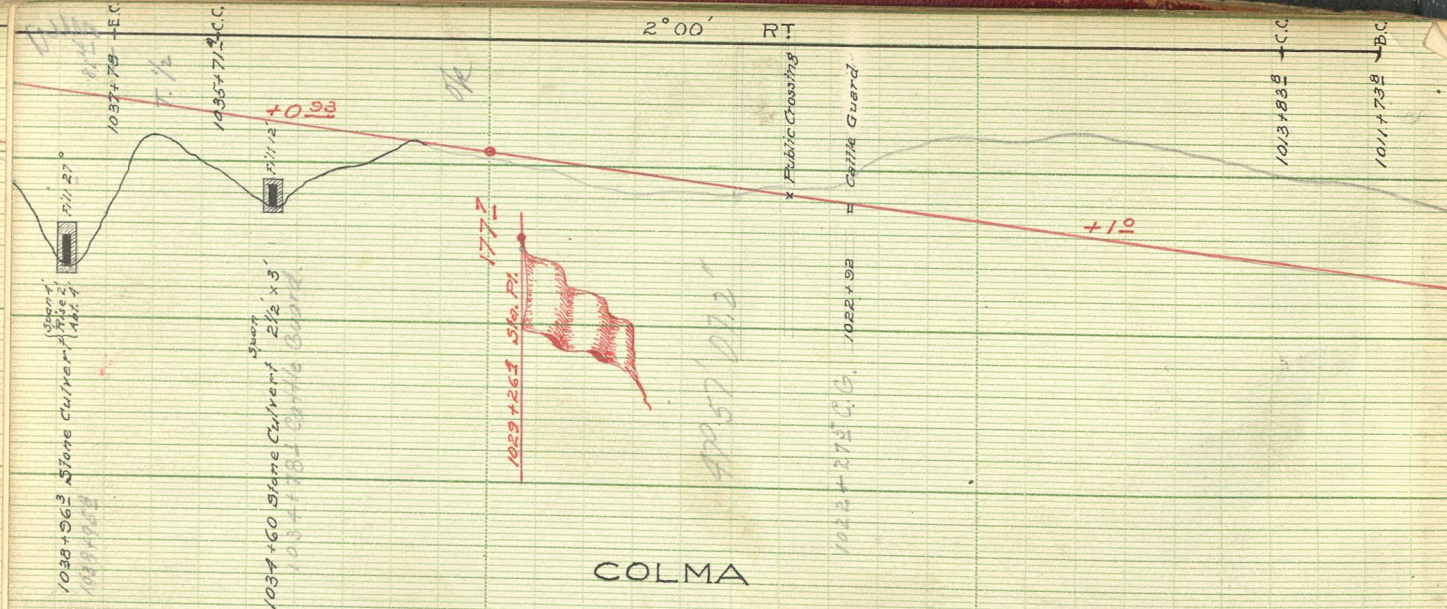
1030

1020

80 lb Steel

COLMA

2° 00' RT



1010

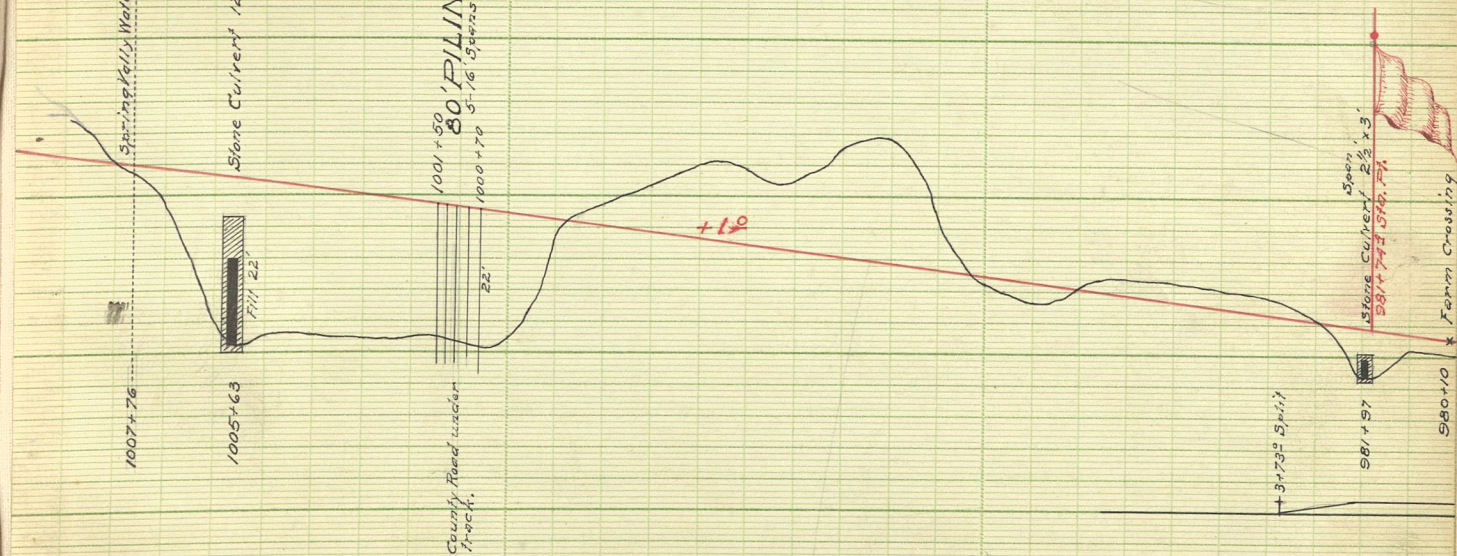
1000

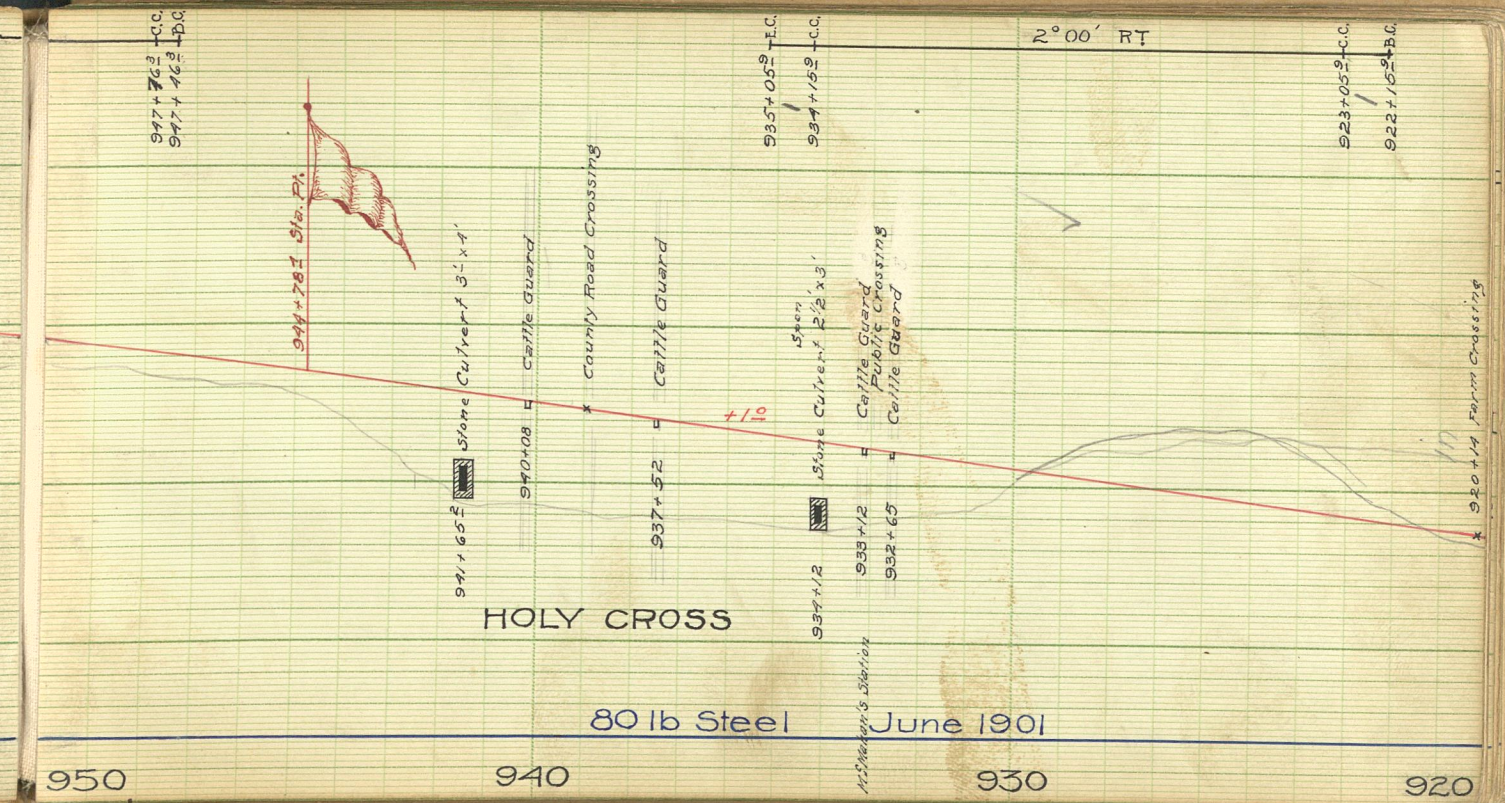
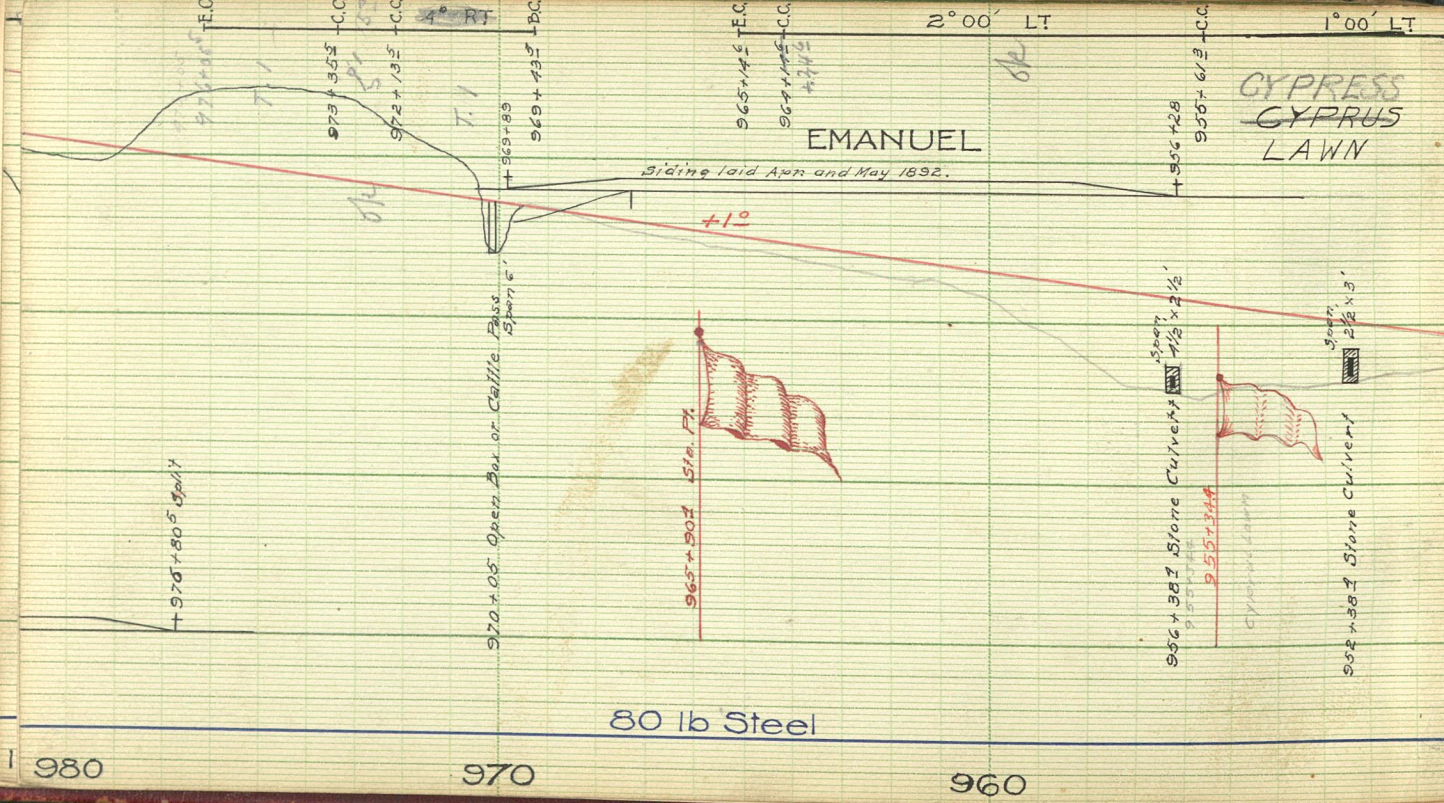
990

980

80 lb Steel June 1901

SHOLIM





920

910

910

80 lb Steel

914 + 62.5 Stone Culvert 2' x 2'

Farm Crossing

+1.0

909 + 91.8 E.C.
 1/2" 909 + 07.8 C.C.
 1' 00' LT
 907 + 27.8 C.C.
 1/2" 906 + 37.8 E.C.

54.5

$$\frac{906 + 37.8}{907 + 47.8} =$$

54.5

Farm Crossing 905 + 60

50.1

902 + 50.2 Box Culvert 3' x 4'

903 + 24.8 E.C.
 901 + 74.8 C.C.

+0.61

1° 30' LT

1/2 x 1' Box Drain 898 + 68

1/2 x 1' Box Drain 897 + 15

+0.61

890

80 lb Steel

June 1901

880

870

11. G. 888 + 69.5
 11. H. 888 + 31.9
 887 + 77.0 C.G.
 887 + 23.0 C.G.

39.5

LEVEL

150' PILING

36' PILING

11.1.

881 + 93.0

93.5

880 + 80

12'

3'

Spring Valley Water Pipe

887 + 12.5

885 + 62.5

C.C.

E.C.

27.12

890 + 11.5

C.C.

E.C.

Cattle Guard

Farm Crossing

Cattle Guard

+61.5

B.C.

887 + 12.5

E.C.

885 + 62.5

C.C.

E.C.

27.12

890 + 11.5

C.C.

E.C.

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Farm Crossing

Cattle Guard

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B.C.

887 + 12.5

E.C.

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E.C.

Cattle Guard

Farm Crossing

Cattle Guard

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B.C.

887 + 12.5

E.C.

885 + 62.5

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E.C.

27.12

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C.C.

E.C.

Cattle Guard

Farm Crossing

Cattle Guard

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B.C.

887 + 12.5

E.C.

885 + 62.5

C.C.

E.C.

27.12

890 + 11.5

C.C.

E.C.

Cattle Guard

Farm Crossing

Cattle Guard

+61.5

B.C.

887 + 12.5

E.C.

885 + 62.5

C.C.

E.C.

27.12

890 + 11.5

870

860

850

80 lb Steel

County Road Crossing
 868+43.8
 868+37.2 C.C.
 869+58.5 +C.C.
 868+95.7
 Cattle Guard 868+95.7
 11 A.A. 408.5

864+52.2
 864+46.0
 863+98.2
 864+98.2
 19' PILING
 3-16' Spacing
 12 A.A.

857+80
 857+67
 16' PILING
 8'
 8'

852+80.7 T.C.
 852+11 Farm Crossing
 1/2
 851+30.7 +C.C.
 23.5

1° 30' LT

OK

812+96 Stone Culvert
 2' x 2'

810+92 Farm Crossing
 19.2

840

830

820

810

838+76 +C.C.
 1/2
 837+26.0 +B.C.

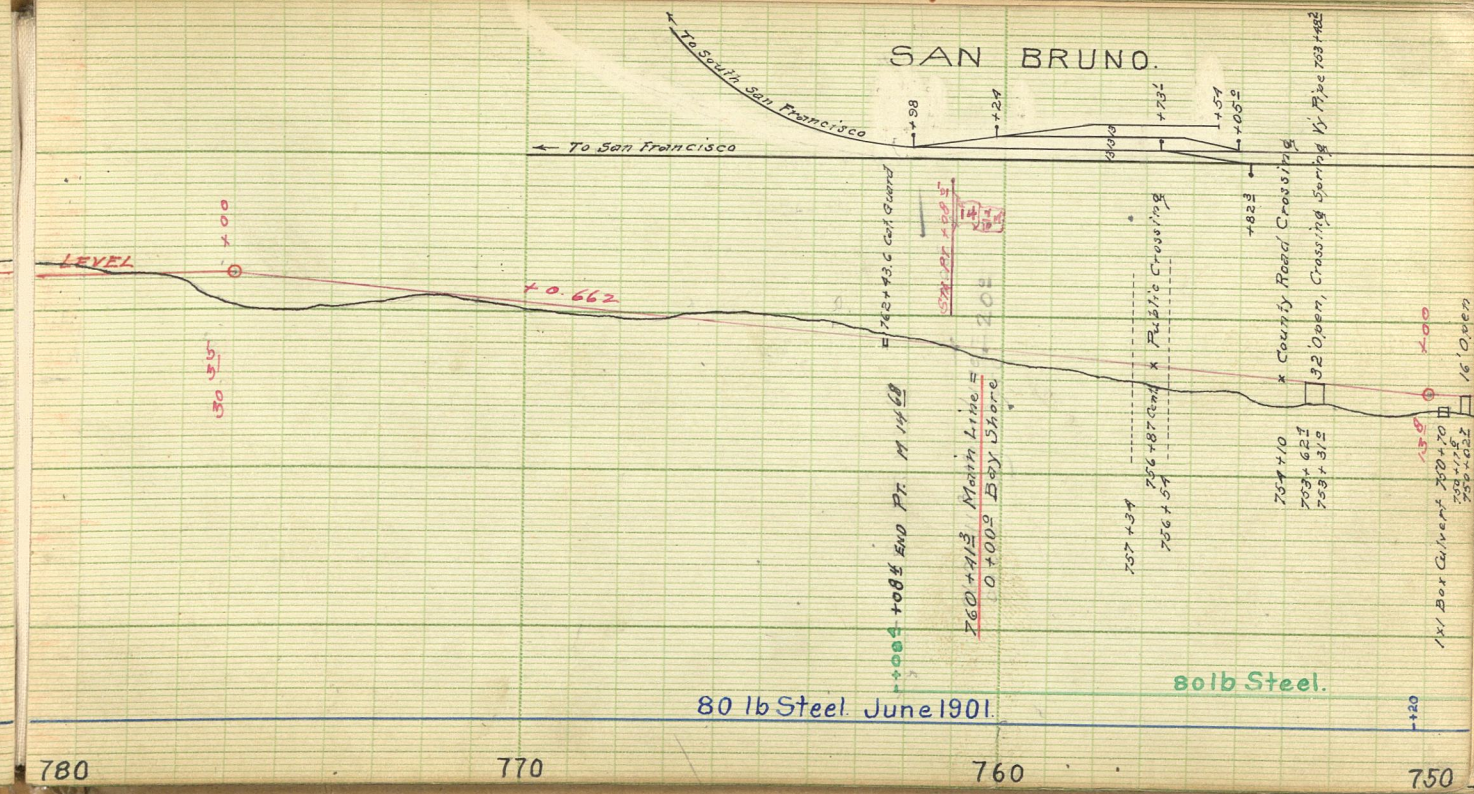
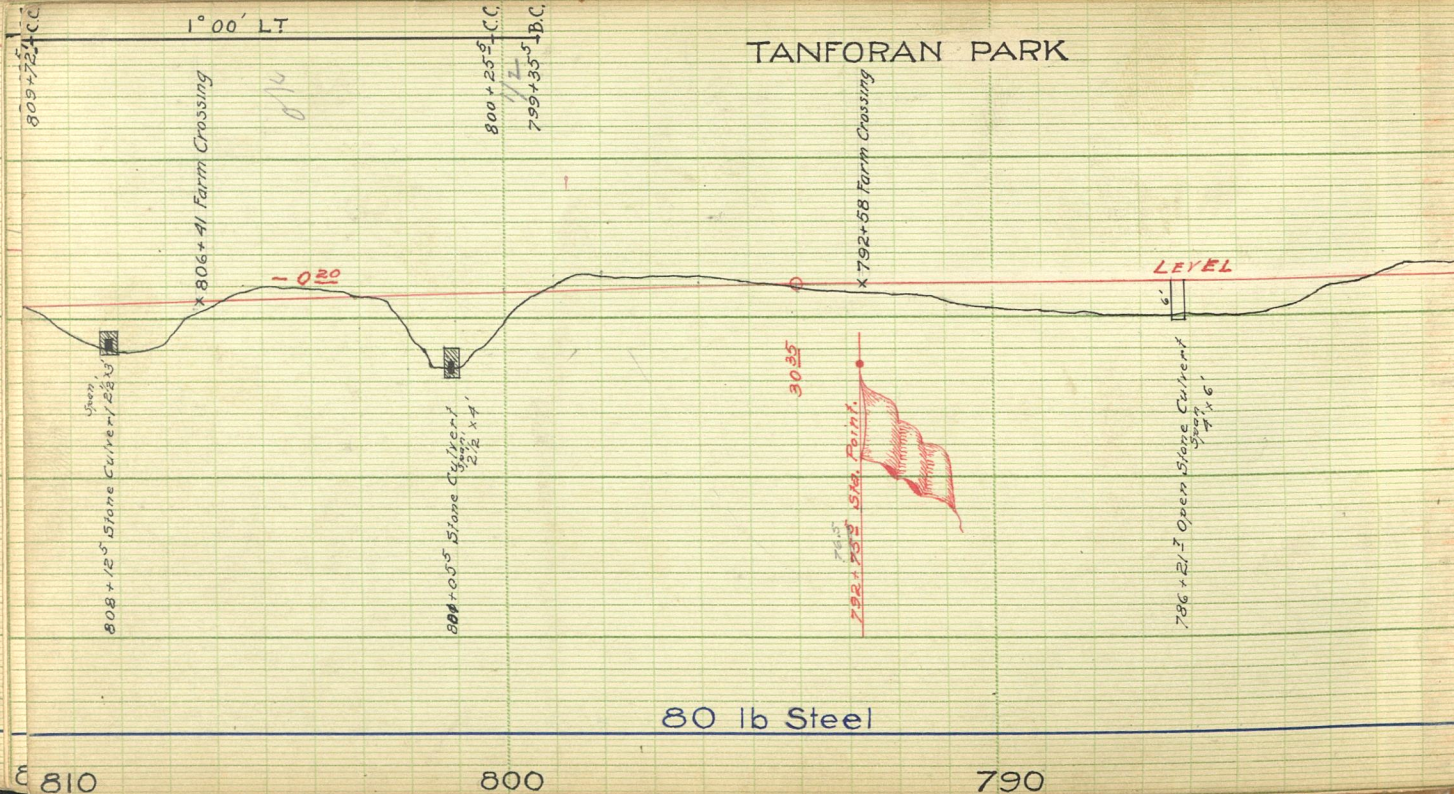
80 lb Steel

June 1901

Farm Crossing
 824+78 Cattle Guard
 824+54 Cattle Guard

Stone Culvert
 12' x 12'
 820+27
 16 ft.

810+62.1 T.C.



80 lb. Steel Jan 02 $+705$

75 lb Steel. Jan 1900. $+7045$

80 lb. Steel.
75 lb Steel. Dec. 1899

75 lb

Steel.

Ill. Steel Co. 1902

Nov. 1899.

30' PILING
2-15' Spans
+245
745+16
745+14
745+12
135
100

+0 226

1180
100

734+795 1'x1' Box Culvert

735+993

To San Jose →

+92

1902

1°00' Rt.

60 24

+0 144

721+148 2'x2' Box Culvert

+045 C.C.
+145 B.C.

48' PILING
3-16' Spans
714+932
714+925

761

705+107 1 1/2'x2' Box Culvert

100

698+128
698+12
LEVEL
1'x1' Box Drain
1'x1' Box Drain at Sub-Grade

15 16

690+075 2'x3' Box Drain

690

+912 E.C.
+1012 T_{1/2} C.C.
1°00' R.T.
8°00'
+912 C.C.
+1012 T_{1/2} B.C.

LEVEL

5000
1 1/2 Box Culvert

24' PILING
678+11
674+87

+0.0
+0.4

VERTICAL CURVE

-0.2

16.22 +0.0

AQUA
AUGUA

6.55+14.815
6.35+18.5514 R.F.

0.693

VERTICAL CURVE

+0.0
21.5

16 17

+0.2

+0.4

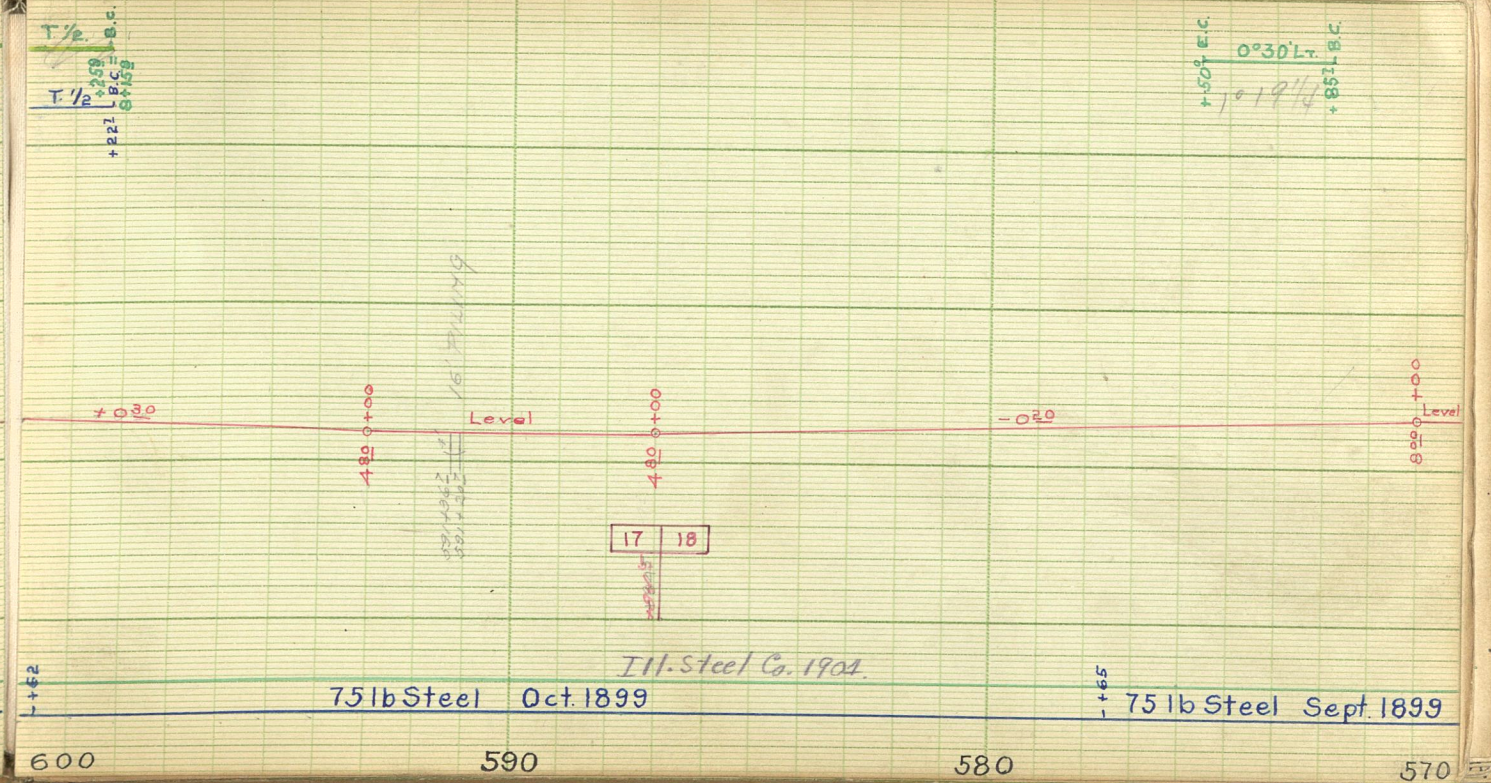
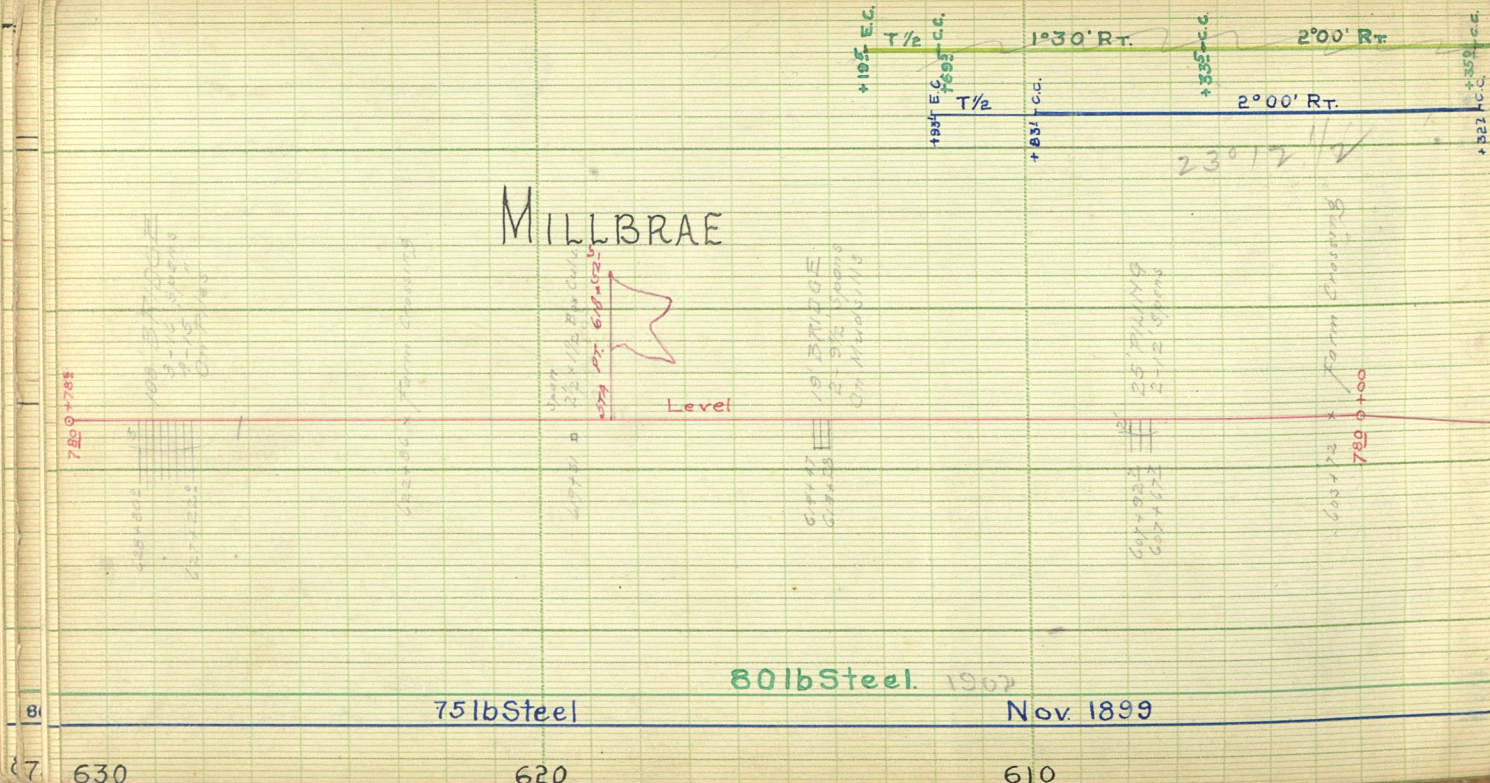
16' PILING
634+10
634+10

80 lb Steel.
75 lb Steel

1907

Ill. Steel Co. 1901
Nov. 1899.

690 680 670 660 650 640 630



+851' E.C.
0°30' R.
+215' B.C.

192' BRIDGE
11-16' spans
2-8'
542+04
542+52

76' BRIDGE
4-16' spans
1-8'
543+30
547+58

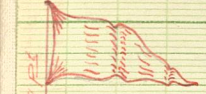
Level.

44' BRIDGE
15' spans
549+01
549+56

Cattle Guard
Cattle Guard

80 lb Steel.
75 lb Steel

EASTON



539+25 545' R.
EASTON

Level.

30' BRIDGE
1-16' spans
2-7'
539+12
539+32

24' BRIDGE
1-16' spans
1-8'
538+8
538+24

59' BRIDGE
5-16' spans
2-8'
537+97
537+08

825' 0" + 855'
0.6

1902

Sept 1899

Ill. Steel Co. 1901.

75 lb Steel Aug. 1899

BURLINGAME

1000+15x Public Crossing

-0.68

25.51 0.6+10.2

Station 480+24.5
Carnegie 1899
Carnegie 1899
Carnegie 1899

Level

25.51 0.6+27.24

101+86 10' Opening on Mudsills
160+68 Farm Crossing

+0.066

75 lb Steel. Aug 1899

80 lb Steel.
75 lb Steel.

Ill. Steel 1899
Oct. 1899 Carnegie 1899

7+50

C.F.I. Co. 1902

80 lb Steel. Jan. 1903.
75 lb Steel. Aug 1899.

Carnegie 1899

510

500

490

480

470

460

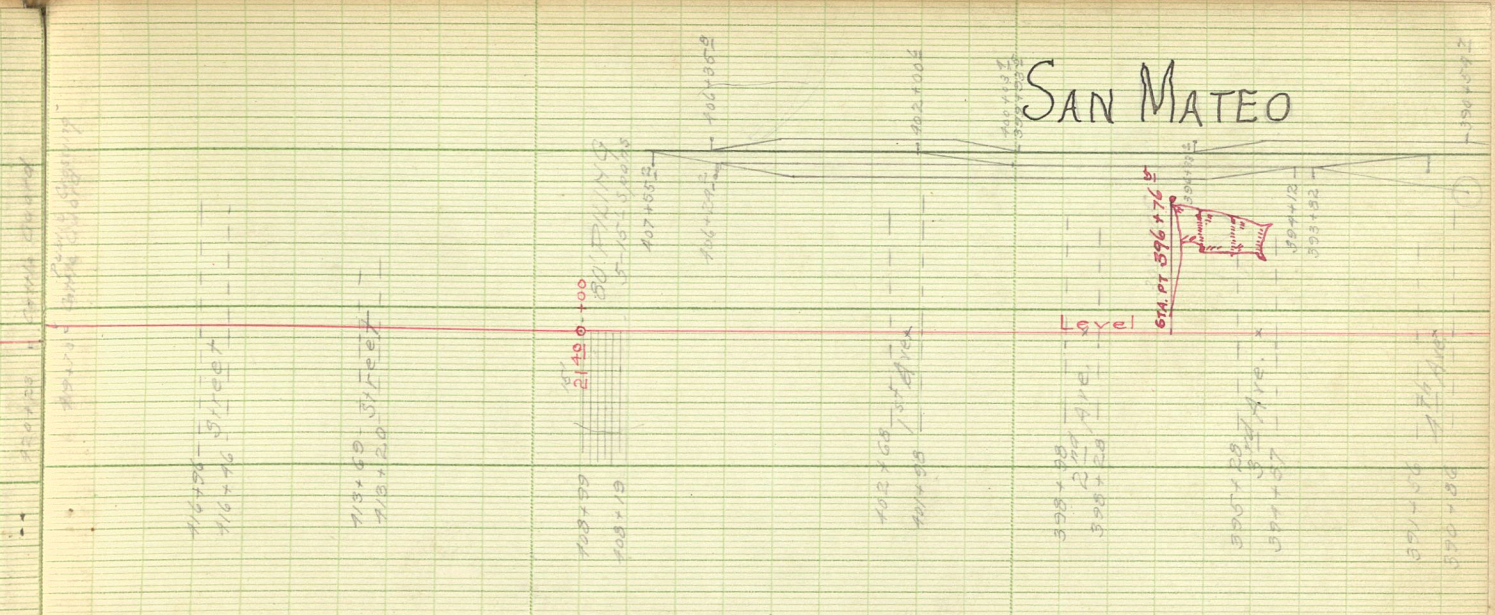
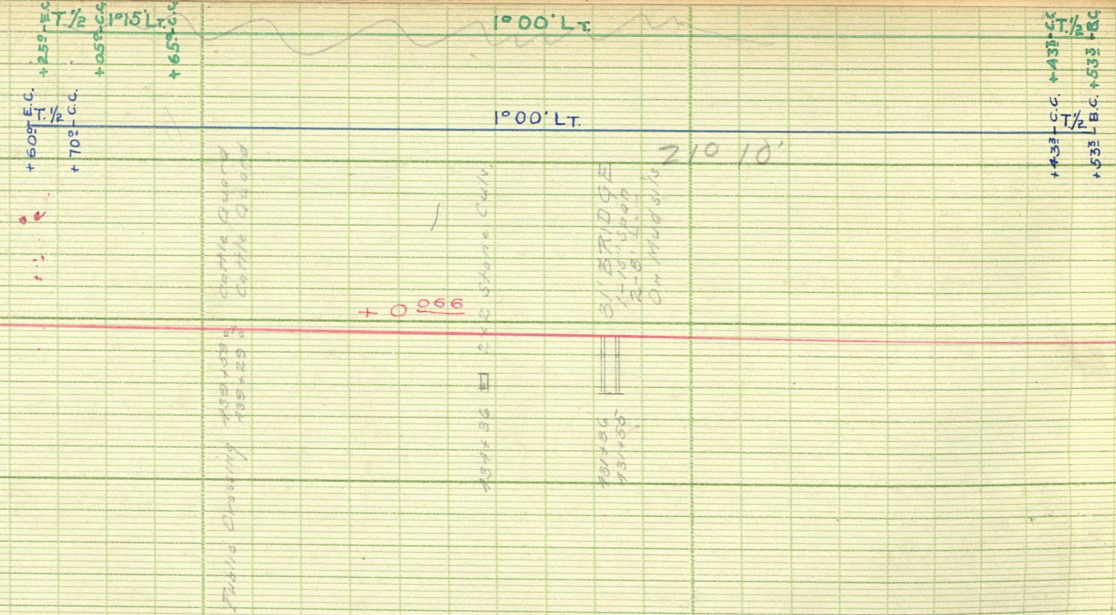
450

80 lb Steel
75 lb Steel

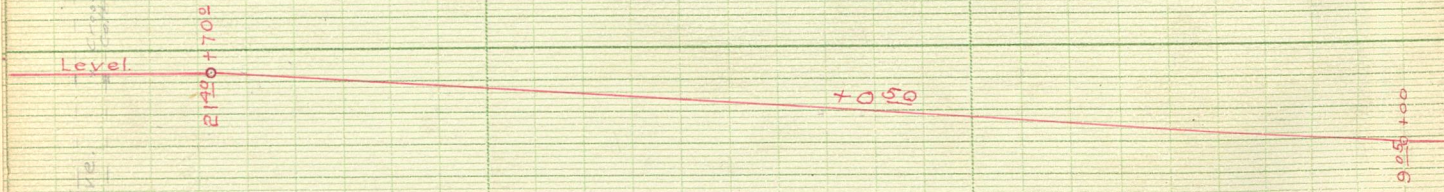
Jan. 1903 C.F.I. Co. 1902

Aug. 1899.

Mar. 03. 80 lb Steel
Nov. 1902



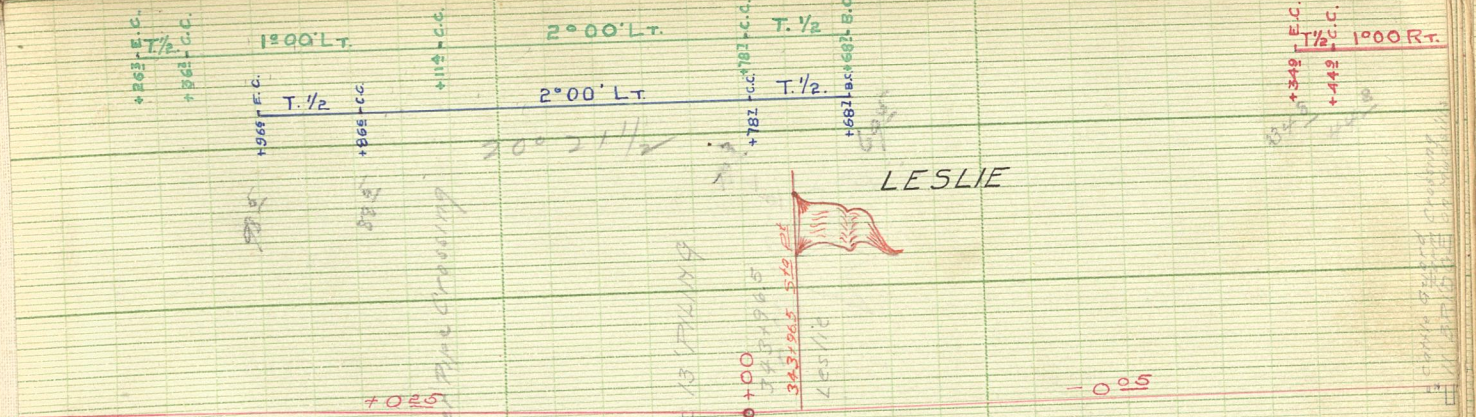
SAN MATEO



11/02
+75

80 lb Steel
75 lb Steel

390 380 370



C.F.I. Co. 1902

Oct. 1902
July 1899

75 lb Steel June 1899
Carnegie 1895

360 350 340 330

DONALDS

1°00' Rt.

13°25'

+931
+031

$$\frac{319+031}{320+875} =$$

585
0.000

+0.05

+0.05

520
0+839

Level.

520
0+875

310+26 x Farm Crossing

BERESFORD

-0.32

800+200 x 7 OPENING
On Hudson

990
0+00

298+000 x 1/2
on Hudson

-0.50

285+60 x 1/2
285+120 x 1/2
on Hudson

80 lb Steel. Oct. 1902
75 lb Steel. June 1899

G.F.I. Co. 1902 80 lb Steel Oct. 1902.
75 lb Steel Carnegie 1895

+50
80* Nov. 02

330

320

320

310

300

290

280 00

19+20+20°

+222 E.C.

0°20' Rt.

3°40'

+222 C.C.

+508 C.C.

0°45' Rt.

8°42 1/2

BERESFORD

$$\frac{265+222}{260+508} =$$

Level

Level



19+20+0.51

+898 B.C.

+133 E.C.

0°30' Rt.

3°28'

+208 B.C.

+0.74

6.78 0+00

-0.548

15.09 0+00

-10.39

C.F.I. Co.
80 lb Steel.
75 lb Steel.

+568
+53

L.I. & S. Co. 1898.
75 lb Steel.
80 lb Steel Nov. 1902.
C.F.I. Co.

+222

+508

80* Nov. 1902.

+50

75 lb Steel

WB

Dec. 1898.
80 lb Steel Oct. 1902.

18.

EB

+422

Oct. 1898

280

270

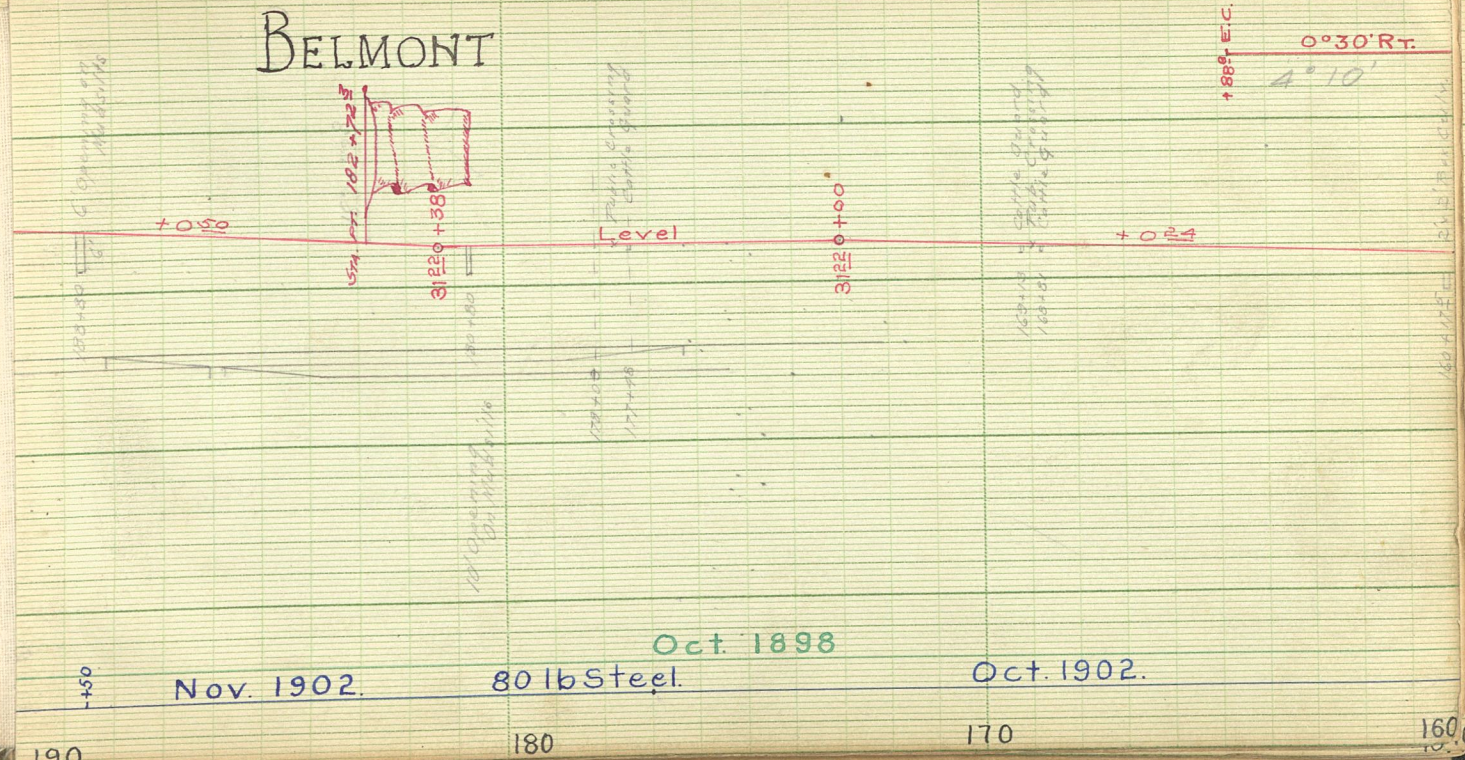
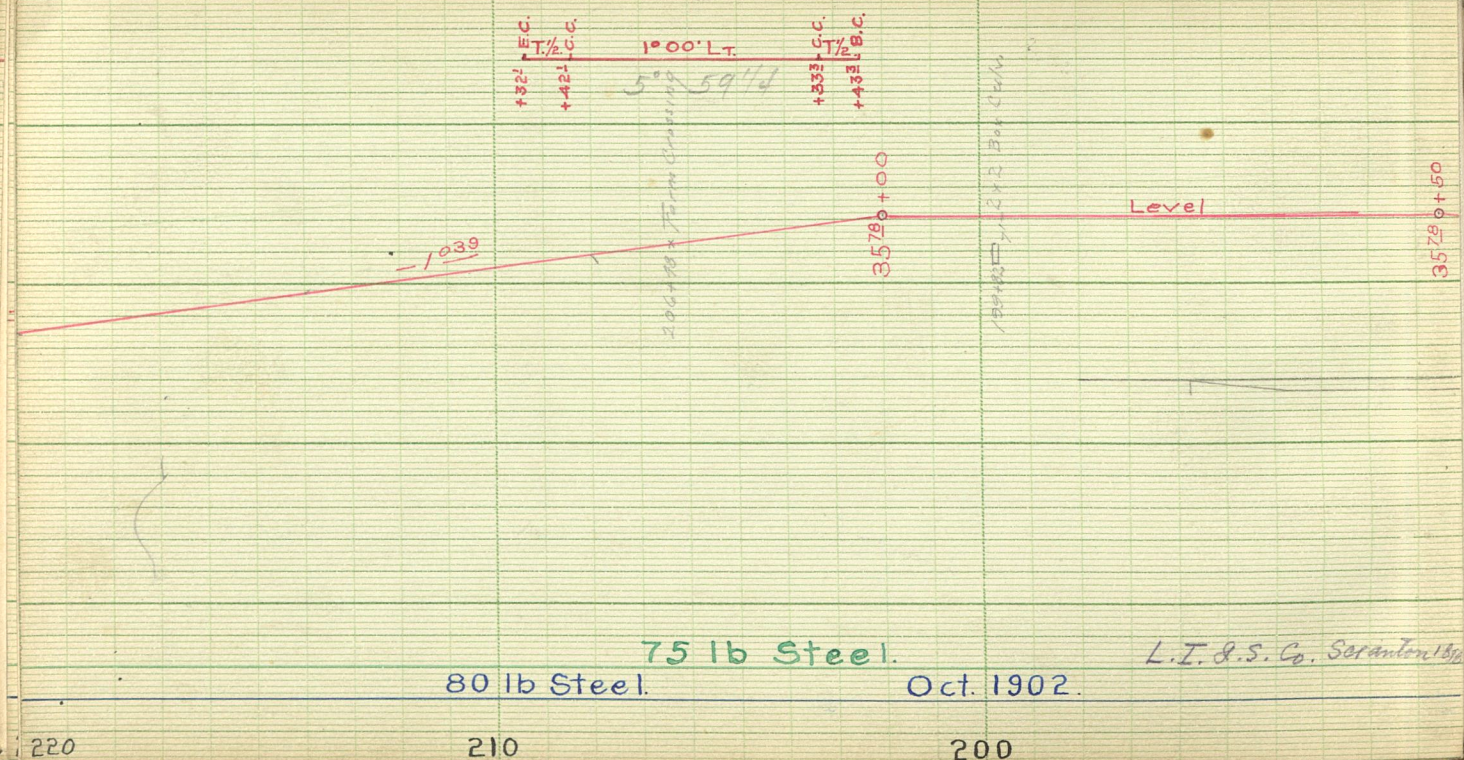
260

250

240

230

220



0°30' Rt. B.C.
+835 L.B.C.

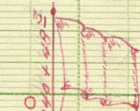
+478 E.C.
+578 T/2 C.C.

1°00 Lt.

+439 C.C.
+539 T/2 B.C.

$$\frac{145+539}{145+599} =$$

SPRING VALLEY
PUMPING STATION



BRIDGE 145 x 29.3
15' BRIDGE 1249

+0.121

13' x 4' = Cor. Guard
130 x 57 = Cor. Crossing
1497 0 +00

Oct. 1898
80 lb Steel.

75 lb

+052 E.C.
+052 T/2 B.C.

0°30' Lt.

+388 B.C.

SAN CARLOS



Level

+388 E.C.

0°30' Rt. B.C.

+745 L.B.C.

Oct. 1902. C.F. & I. Co. 1902.

Sept. 1898.

Steel.

1722 0 +00

0° 0°40' Rt.

+531 B.C.

2729 0+50

37+20 x 40 x 10 ft. Road Crossing

30' x 42' =

57+20 x 20 x 10 ft. Road Crossing

RT 440 = Cattle Guard
RT 407 = Cattle Guard

+0 129

15x10 1/2

10+251 Cattle Guard 10+251

75 lb Steel.
80 lb Steel.

16 40

30

20

REDWOOD



Level.

7th Street
867 0+50

1x99
3x68

1x52 5th Str.
0+74
0+70
4th Street x Crossing

L. I. & S. C. Ser. 1898.

Break. 49 1/2 Ft.

Aug. 1898.
Oct. 1902.

0+635

7th Street 10+78

5+97 2x2 Box Culvert
6+35
6+79

5th Street
15+12 TRAILING

10

0

0

10

10/02+50 75 lb Steel. Aug 1898.

80 lb Steel.

75 lb Steel

Mill Spur Oct. 25th 1898

THETIS

38154
21
Elev 13.92
Buckeye

381542 510 PL
THETIS
39411
39469

30470 Crossing
30430⁵ Crossing
30410⁵ Crossing

31415
31435
31455
Cedar St.

11190+00

28405
29410⁵ Crossing
BEECH ST

25405
26410 Crossing
Mound St.

20410
21415
101 PULLING
5-10 Strong
1-10
1-11
Public Crossing

8670+00

Level

11466
12405 Crossing
Jefferson St.

May 1898. L.I. & S. Co. Scr. 1898.
Sept. 1902.

41406
42418
Service St.

16630+00

45475 Public Crossing

49427 Crossing
49435
49455
Willow St.

53413
53427
Public Crossing
Cottate Road

+027

2.728 + 50

0°

+021
23.380 + 00

+048

31.540 + 00

+04

90+04 =
90+00

75 lb Steel May 1898.
80 lb Steel Sept 1902

95+60 = +035
96+32 =
Cattle Guard
Fence Crossing
Cattle Guard

102+40 =
102+78 =
Cattle Guard
Fence Crossing
Cattle Guard

38.30 + 05

+062

75 lb Steel May 1898. L.I. & S. Co. Ser. 1393
80 lb Steel Sept 1902.

